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USSR Report

TRANSPORTATION

No. 136

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MOTOR VEHICLES AND HIGHWAYS

VOLGA MOTOR VEHICLE WORKS PRODUCTION SUMMARIZED

Moscow AVTOMOBIL'NYY TRANSPORT in Russian No 9, Sep 83 pp 36-38

[Article by Professor B. Vlasov, Honored Scientist of the RSFSR; and Professor A. Nevelev, Moscow Automatic Machinery Institute, in the column "Design Features of Motor Vehicles and Machinery": "Motor Vehicles from the Volga Motor Vehicle Works"]

[Text] Approximately 60 percent of all the passenger cars in the country today are produced by the Volga Motor Vehicle Works [VAZ]. The "Zhiguli" and "Niva" have earned reputations not only in our country, but in many countries around the world.

The ground was broken for construction of the Volga Motor Vehicle works in Tolyatti on 21 January 1967; by September 1970 the first VAZ-2101 cars rolled off the main assembly line 2.5 years earlier than planned. On 21 December 1973, exactly 10 years ago, the Volga Motor Vehicle Works reached its full planned capacity of 660,000 motor vehicles per year. By that time the enterprise's collective had assembled the first million "Zhigulis", models VAZ-2101, VAZ-2102, and VAZ-2103. These high-speed, maneuverable cars have from the beginning been distinguished by their dynamic parameters and their comfort. Soon after their appearance they were used as a standard for judging the quality of other makes of automobiles. Their reliable brakes, external illumination, rational arrangement of components, and other design solutions made the VAZ motor vehicles reliable, safe, and convenient to operate and service.

In spite of the fact that the design of the "Zhiguli" was based on the Fiat-124, Soviet specialists contributed many of their own design solutions. The engine with an upper distributor shaft, the kinematics of the front axle, and many other design features have made the new automobile more contemporary and more adaptable to operating conditions in our country.

The VAZ engines are very reliable. They often last up to 200,000-300,000 km. Their reliability and the possibility of reaching high speeds have also led to the extensive use of these engines in sports cars. Used in the "Ester" formula racing cars that compete in the socialist countries' Kubok Druzhby [Friendship Cup] races, these engines have practically supplanted other engines, such as the "Skoda" (CSSR) and the "Wartburg" (GDR).

Today the Volga Motor Vehicle Works is producing eight basic motor vehicle models. On the basis of these models, modified vehicles are assembled with engines of varying capacities. Each new model represents a progressive step in the improvement of the automobile's technical and operational parameters.

Between 1980 and 1982 the Volga Motor Vehicle Works started production of two new basic models, the VAZ-2105 and the VAZ-2107. Requirements for active and passive safety were taken into account more thoroughly in the design of these cars; they are more economical and their exhaust is less toxic.

The VAZ-2105 and VAZ-2107 are easily recognized by their rectangular headlight units (they contain the main headlights, the turn signals, and small parking lights); the cars also have an original radiator grille (it is black on the VAZ-2105 and chrome on the VAZ-2107; it is raised above the chrome of the headlight units on the VAZ-2107). The front doors do not have wing windows, and there is a black casing along the glass that increases the range of vision through the window openings. Some of the new cars are equipped with electrically-powered cleaners and washers for the glass on the headlight units.

The cubic working capacity of the VAZ-2105 engine is 1294 cm³; and the VAZ-2107 engine's is 1458 cm³. The design of the feed system has been changed (an "Ozon" [ozone] carburetor is used with an economizer for forced idling. A cogged belt in the drive of the gas distributor mechanism of the VAZ-2105 made it possible to reduce engine noise. It is very convenient for those operating the vehicles to have all the relays and safety guards assembled in a single unit; they are located in a convenient, easy-to-reach spot under the hood.

The interior of the automobiles has also been changed. There are new front seats with movable headrests (some of the VAZ-2107 cars have anatomically molded front seats), a new instrument panel, a new heating and ventilation system, and other innovations, that help reduce the driver's fatigue, which in the final analysis increases highway traffic safety.

As of 1 January 1983, over 270,000 of the VAZ-2105 automobiles and about 6000 of the VAZ-2107 automobiles had been produced.

The Volga Motor Vehicle Works--the flagship enterprise of the "AvtoVAZ" [Volga Motor Vehicle Works] Association--was designed and built on a qualitatively new level utilizing the top achievements of domestic and foreign motor vehicle building. From the very first days of its existence the collective of the enterprise has been an initiator of new, highly rational solutions that contribute to better development of the plant's capacities.

A high level of automation and mechanization of production processes, a regulated flow of production (every 22 seconds a new automobile comes off the assembly line), and the need for precise synchronization of operations among all the links, required a very accurate production control system. The electronic computer center operating at the plant plays an exceptionally important role in resolving this problem; it provides the technical base for the control system. The Volga Motor Vehicle Works pioneered the application of this technology in mass motor vehicle production.

In contrast to traditional time rate or piece rate wage systems, the Volga Motor Vehicle Works has started using new collective wage systems that combine the positive features of both systems. The steady rise in the quality of motor vehicles produced is characteristic of the collective's work. Because of this, almost all the models of VAZ automobiles have earned the state emblem of quality.

The application of various forms of labor organization to improve product quality, such as the formation of multiple-specialization quality brigades, united by the common goal of improving the design, technology, quality, and economy of the automobiles produced, has made it possible for the enterprise to improve its preparations for modernization of the automobiles and for putting new models into production.

All the VAZ models are popular among Soviet citizens and abroad. The VAZ-2121 "Niva" automobile with an automatic transmission was a major achievement of the plant. The production of a fundamentally new basic model, the VAZ-2108, with front wheel drive will be a new stage in the technical progress at the Volga Motor Vehicle Plant. Our motor vehicle industry has not yet produced any vehicles of this type.

A large program of operations for the technical re-fitting of the plant is based on broad utilization of automated equipment. Over 350 automated production lines (180 in machine shops, 50 in the forging and pressing shops, 35 welding lines, and 40 assembly lines) are in operation at the plant. In addition to these lines, a large number of automated units, conveyors, industrial robots, manipulators, and machine tools with numerical programmed controls, have been incorporated into production.

The plant is carrying out and continuing progressive work to improve the resources, reliability, and quality of the VAZ automobiles; and to decrease the labor-intensiveness of their production, technical servicing, and repair. The principle of "produce--sell--service" is being adhered to consistently by all the plant's subdivisions and services.

The Volga Motor Vehicle Works has become a pioneer in organizing plant-based technical servicing for their vehicles. Included in the association, in addition to specialized motor vehicle equipment plants, is a whole system of specialized motor vehicle centers, and both stationary and mobile service stations under the association's technical servicing division. These enterprises are located in all the union republics, and all the country's krais and oblasts. They do over 100 million rubles' worth of service work every year, and the goods turnover from the pre-sale preparation and sale of automobiles and spare parts is over 1 billion rubles a year.

Another important direction in the association's activity is the design, manufacture, and supply of special technical equipment needed for developing the new capacities of the motor vehicle industry.

The Volga Motor Vehicle Works is the largest plant complex in Europe. Over 7 million motor vehicles have come off its assembly lines. Almost every year the plant begins production of new models in response to the demands of consumers.

This is the reason for the vehicles' high technical level and the respect they command in the USSR and abroad.

The organization of motor vehicle production in Tolyatti has had a noticeable effect on accelerating the development of technical progress not only in the motor vehicle industry, but in related industrial sectors as well, such as ferrous metallurgy, the chemical, oil refining, machine tool building industries, and others. Along with the production of the VAZ motor vehicles, approximately 2000 different materials have been put into production in domestic industry taking into account higher technical conditions. Production of about 500 different materials not before produced in the USSR has also been organized.

Production of VAZ Automobiles

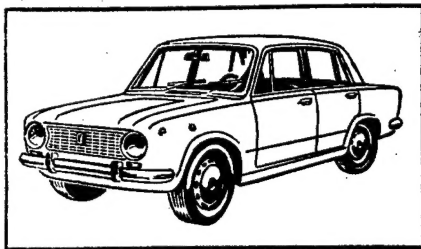
Number of cars produced per year, by model

Year	VAZ-2101	VAZ-2102	VAZ-2103	VAZ-21011	VAZ-2106	VAZ-2121	VAZ-2105 & VAZ-2107	total
1970	21530	—	—	—	—	—	—	21530
1971	172175	185	—	—	—	—	—	172360
1972	311273	11015	518	—	—	—	—	322806
1973	379007	46233	67060	—	—	—	—	492300
1974	371620	53540	195040	18006	—	—	—	638206
1975	212871	55282	220522	178510	—	—	—	667185
1976	226714	67001	228108	172905	—	—	—	694728
1977	227075	55101	118221	171626	118531	5534	—	696088
1978	226760	55165	113325	171752	113322	30176	—	710500
1979	220492	55230	108090	172081	110832	45074	—	711799
1980	174188	50371	110670	214280	110178	55898	—	715585
1981	104330	50122	104532	181589	114502	65114	99595	719784
1982	42737	50385	41551	157893	178944	66850	175675	714035
total	2690772	549630	1307637	1438642	746309	268646	275270	7276906

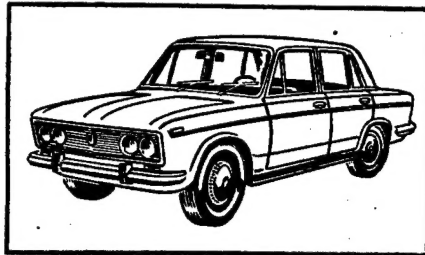
Improved management of mass production, based on a radical change in organizational methods and principles; and the development of methods and ensured incorporation of progressive innovations in economic management to increase the efficiency and quality of operations, on the part of the Volga Motor Vehicle Works, have made a huge contribution to economic science and practice. The development and practice of the plant's comprehensive system of management innovations and economic experimentation have received high praise: in 1980 a group of the enterprise's specialists was awarded the State Prize for science and technology. Thanks to the progressive organization of production, the Volga Motor Vehicle Works has become a true school for advanced methods. An efficient system has been organized here for raising the technical level and quality of production. Thanks to this system, the proportion of products receiving the state emblem of quality is significantly higher at the Volga Motor Vehicle Works than at other plants in the sector.

The Volga Motor Vehicle Works has organized unionwide courses for studying and implementing the comprehensive system. Sectorial ministries have named 52 base enterprises, whose directors and specialists were given leave from work to study the basic principles of the mass production management system. A special exhibit describing this system of management was organized at the Exhibition of USSR National Economic Achievements. More than 200,000 workers in the industry familiarized themselves with the system.

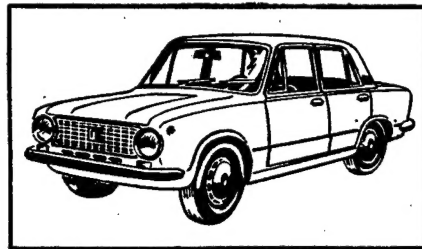
The output of motor vehicles at the Volga plant is growing. Thanks to the mass production, the fleet of passenger cars for personal use has increased by a factor of 5 in the last 10 years--from 1.4 million to 7.4 million. There are 2500 VAZ automobiles produced every day, or more than 700,000 per year. Recently the 300,000-th "Niva" came off the line, and the Volga plant has produced its 8 millionth car.



VAZ 2101



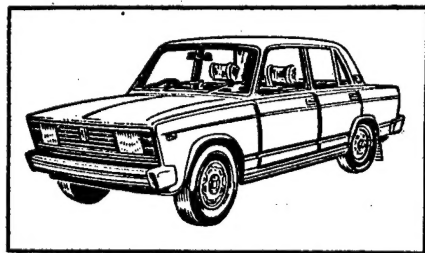
VAZ 2103



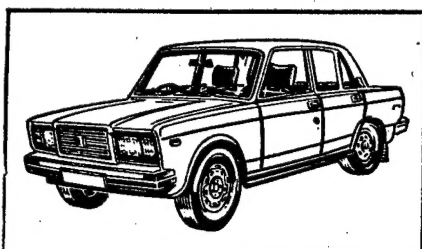
VAZ 21011



VAZ 2106



VAZ 2105



VAZ 2107

Модель автомобиля (1)	Индекс модели ку- зова (2)	Двигатель (10)			Масса, кг (4)		Максимальная скорость, км/ч (5)		Время разго- на до 100 км/ч (6)		Расход топлива, 100 км (7)			Год начала выпус- ка основной модели (8)	Число выпущенных автомобилей данно- го семейства к 1.1.1983 г., шт. (9)
		индекс моде- ли (11)	рабочий объем, см³ (12)	мощность, кВт (л. с.) (13)	полная (14)	с полной на- грузкой (15)	с водителем и пассажиром (16)	с полной на- грузкой (17)	с водителем и пассажиром (18)	при скорости 90 км/ч (19)	при скорости 120 км/ч (20)	при движе- нии в городе (21)			
VAZ-2101 VAZ-21016	2101 2101	2101 21011	1198 1294	47 (64) 51 (69)	890 890	955 955	140 143	142 145	22 20	20 18	7,2 7,8	9,8 10,5	10,8 11,5	1970	2 690 772
VAZ-2102 VAZ-21021 VAZ-21023	2102 2102 2102	2101 21011 2103	1198 1294 1458	47 (64) 51 (69) 57 (77)	945 945 945	1010 1010 1010	135 138 145	137 140 147	25 21 19	23 19 17	7,8 8,0 7,7	10,7 10,4 10,5	12,1 11,3 10,8	1971	549 630
VAZ-2103 VAZ-21033 VAZ-21035	2103 2103 2103	2103 21011 2101	1458 1294 1198	57 (77) 51 (69) 47 (64)	965 965 965	1030 1030 1030	150 143 140	152 145 142	19 21 23	17 19 21	7,7 7,6 7,4	10,7 10,5 10,0	11,9 10,8 11,0	1972	1 307 637
VAZ-21011 VAZ-21013	21011 21011	21011 2101	1294 1198	51 (69) 47 (64)	890 890	955 955	143 140	145 142	20 22	18 20	7,8 7,2	10,5 9,8	11,5 10,8	1974	1 438 642
VAZ-2106 VAZ-21061 VAZ-21063	2106 2106 2106	2106 2103 21011	1569 1458 1294	59 (80) 57 (77) 51 (69)	980 980 980	1045 1045 1045	152 150 143	154 152 145	17,5 19 21	16 17 19	7,7 7,7 7,6	10,5 10,5 10,5	10,7 10,8 10,4	1976—1977	746 309
VAZ-2121 VAZ-21211	2121 2121	2121 21211	1569 1294	59 (80) 51 (69)	1065 1065	1150 1150	130 125	132 127	25 29	23 27	10,5 10,6	—	10,6 13,0	1977	268 646
VAZ-2105 VAZ-21051 VAZ-21053	2105 2105 2105	2105 2101 2103	1294 1198 1458	51 (69) 47 (64) 57 (77)	930 930 930	995 995 995	143 140 150	145 142 152	20 22 19	18 20 17	7,3 7,2 7,4	10,2 9,8 10,4	10,2 10,5 10,5	1980	269 335
VAZ-2107	2107	2107	1458	57 (77)	965	1030	150	152	17	15	7,4	9,8	10,2	1981—1982	5 935

- | | |
|--|--|
| (1) Model of automobile | (11) cubic working capacity, cm ³ |
| (2) Body model index | (12) power, kilowatts (horsepower) |
| (3) Engine | (13) net |
| (4) Mass, kg | (14) gross |
| (5) Maximum speed, km/h | (15) with full load |
| (6) Time required to reach
100 km/h, seconds | (16) with driver and passenger |
| (7) Fuel consumption, liters/
100 km | (17) with full load |
| (8) Year basic model first
produced | (18) with driver and passenger |
| (9) Number of cars in the
series produced as of
1 January 1983 | (19) at a speed of 90 km/h |
| (10) Model index | (20) at a speed of 120 km/h |
| | (21) in city traffic |

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MOTOR VEHICLES AND HIGHWAYS

CONSTRUCTION PROGRESSES ON NEW TRANSCAUCASUS HIGHWAY

Moscow IZVESTIYA in Russian 4 Sep 83 p 1

[Article by O. Tsagalov, SOTSIALISTICHESKAYA OSETIYA correspondent, Ordzhonikidze: "They Are Going Through the Mountains"]

[Text] The construction of the alpine Transcaucasus highway, which will link Russia with the Transcaucasus, is coming to an end. The distinctive features of the route are not in its length -- 65.9 kilometers all told -- but in the extraordinary complexity of its construction.

The highway's creators have already laid an asphalt roadbed on the slopes of the Caucasus Mountains, whose slopes at times reach gradients of 50-60 degrees and whose elevations are 2000 - 3000 meters, and have constructed more than 200 man-made structures for the passage of water and dozens of bridges and anti-avalanche galleries.

... To be on the safe side hold on to your hat if you want to look from the bottom of the gorge, from the bank where the Zaki-don rages in cold pitch, to the northern portal of the tunnel -- it goes to a height of 2,038 meters above sea level. Here, at the very center of the main Caucasus ridge, man and rock have entered into single combat: Who is stronger? People are breaking up the granite ridge centimeter by centimeter, opening the way which is the most complicated in difficulty.

It is worth this even if only because, for example, the route from Ordzhonikidze to Sochi will be cut almost in half. And this not only saves motor vehicle fuel but, mainly, gains time for our national economic mechanism. Moreover, whereas the Georgian Military Road, which is known to everyone, operates seven-eight months a year -- until the first snow, vehicles will be able to travel over the Transcaucasus highway under any weather conditions.

Imagine the feelings of an individual who sits in an empty dark barrel, and people are hammering at it with all their might and main with a stick. Add to this a cold shower with ground water at 10 degrees Celsius. Then, you will be able to imagine, even remotely, the work of the cement workers in the prospecting

and ventilation adit or, as it is called for brevity, the RVSh. The adit is parallel to the tunnel and reminds one of a miniature copy of it: the same spherical arch and the same cement facing. The last explosion sounded here almost a year ago. It was a decisive day in the connection when the tunnel-driving brigades of the "north" under the leadership of Sarabi Tebloyev and of the "south" led by Vladimir Kanishev finally saw each other.

We turned around here, in the prospecting and ventilation adit, because we had reached a cul-de-sac in the enormous tunnel from which there were only 60 meters to the connection point that had to be overcome from both sides of the ridge.

Let us meet Zurab Nishnianidze. He has been in the tunnel since the first days -- almost four years. He rose here from foreman to deputy chief of section No. 1 in the "Tbil tunnel'stroy" Trust.

"... We completed the passage from the south more than a year ago, and the tunnel workers are now cementing the high arches and selecting the "nucleus" so as to pour cement on the floor. In Guram Gokadze's brigade, there are only veterans who have constructed other tunnels in the country. They established their own time of connection -- the October holiday, outstripping the schedule. Powerful equipment moves along the "nucleus" at a speed of 130-140 meters a month, moving thousands of tons of heavy solid rock...."

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CSO: 1829/8

MOTOR VEHICLES AND HIGHWAYS

MOSCOW-RIGA SUPERHIGHWAY SOON TO OPEN TO VOLOKOLAMSK

Moscow GUDOK in Russian 24 Sep 83 p 4

[Article by K. Borisov, Volokolamsk-Moscow: "'Ardam' -- Speed Plus Safety"]

[Text] The Volokolamskiy highway, the former Vindavskiy highway, has been around for a long time -- more than a century. It stretches along the Riga branch of the Moscow railroad almost side by side with the railroad tracks. At one time, you heard little about it. However, you found out about Volokolamsk before Stalingrad during the grim years of the Great Patriotic War: Here, near the Dubosekovo siding, 28 Panfilov fighters, headed by the legendary political officer V. G. Klochkov, performed their historic exploit on 16 November 1941. A majestic memorial now stands on this spot.

The ancient highway has undergone reconstruction many times. Within the capital's boundaries, it was transformed into a modern wide avenue during the Sixties. The highway also became wider in the section from the ring highway to the station of Pavshino. However, further on the road remains as before -- narrow and awkward. It passes through many population centers where red traffic lights incessantly flash.

But if you talk about the immediate future of the Volokolamskiy highway, not a single operating road or one under construction in the country will compare to it. The new highway in the Baltic area will become the first superhighway in the country where electronics will take over traffic control together with GAI [State Motor Vehicle Inspectorate] workers.

... A large map of the Moscow area hangs on the wall in the office of V. Mizinov, the chief of Construction Administration No 3 in the RSFSR Ministry of Highways.

Viktor Konstantinovich explained: "Look here. The Moscow-Riga highway begins at this spot where Trikotazhnaya Platform abuts the ring road. Skirting the southern quarters of Troitse-Lykov and the Serebryanoborskaya floodlands of the Moscow river, it will go out in the future to the intercity, high-speed Tatarovo-Biryulevo highway, "jumping over" the water barrier again in the vicinity Nizhniye Mnevnikov.... The high-speed 100-kilometer section to Volokolamsk will begin at Trikotazhnaya."

How will the finished highway look to drivers?

First, wide. For example, there will be eight lanes to Krasnogorsk, six to Istra, and, finally, four to the city on the Lama River. Throughout the length of the highway, there is not a single crossing at the same level with other routes -- motor vehicle and railroad. It will only be possible to get onto this limited-access highway at 11 "points", that is, at every 10-15 kilometers on the average.

These "turbine" and "figure eight" type crossings permit entering onto the high-speed highway using ellipsoid abutting lanes and merging into the stream of traffic without losing speed.

Incidentally, concerning speed. Depending on the weather and traffic congestion, drivers lose from two to three hours on the journey from Moscow to Volokolamsk. An electric train from the Riga train station covers this distance in little more than 120 minutes. With the renovation of the highway an intercity bus will deliver passengers from the capital to Volokolamsk in 45 minutes all told! A fantasy? No. This is all completely realistic, and here is why.

On the new highway, the assurance of complete traffic safety using design, technical and electronic aids will be the speed criteria. For example, the builders are constructing a genuine public garden -- a dividing lawn 13 meters wide -- between the on-coming streams of vehicles. Even at nighttime, the beams of headlights will not dazzle the eyes of drivers travelling in the opposite direction.

It will be possible to move along the motor vehicle highway at a speed of 150 kilometers per hour. And not even the strictest GAI inspector will call a driver wreckless. The fact is that an automatic traffic control system for motor vehicle highways, "ARDAM", has been provided for on the highway.

Electronic computers will consider all the data that is received from weather gauges and the hydrometeorological station. For example, the roads are ice-covered and there is drizzling rain, ground wind and fog. In this case, the signs for the permitted speed -- "150", "120", "100", "80", and "60" -- will be changed on the remotely controlled signs. This system will also supply the electronic "brain" of "ARDAM" with information on the highway's traffic congestion in each section.

All of the road problems have been resolved in the design in a composite way -- the highway is being constructed along with motels, gas stations, campgrounds, cafes, and repair points where drivers will be able to eliminate breakdowns. You see, the high speed, which is being permitted, is not only a comfort but, primarily, safety.

Construction Administration No 3, which was specially created in the RSFSR Ministry of Highways for the construction of the highway, is performing the

work on the Moscow section -- from the ring road to Volokolamsk. The road workers placed the work on a broad footing not from the first kilometer but on the different segments. Thanks to this, the most congested places near large population centers have been relieved of the stream of motor vehicles. A total of 30 kilometers have now been opened to traffic, and almost another 20 will be commissioned before the end of the year. And then, when the entire highway has been built, "ARDAM" will be set up on it. At that time, a safe through green street will be opened for large and small motor vehicles.

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CSO: 1829/8

RAIL SYSTEMS

MINISTRY REVIEWS PLAN GOALS IN LIGHT OF JUNE PARTY PLENUM

Moscow GUDOK in Russian 1 Sep 83 pp 1-2

[Text] At an expanded meeting of the collegium of the Ministry of Railways on 14 July, specific goals were set that must be reached this year, next year, and in 1985 in order to fulfill the quotas of the five-year plan and to make up for losses that were permitted during the last two years.

In order to achieve these high goals, a persistent effort must be made to improve all operations, to seek out reserves and put them into action, to improve the management mechanism, and to utilize economic controls in every way possible. The ministry invited a large group of transport specialists to discuss problems connected with these goals; the group included chief engineers of railroads, directors of planning and economic divisions; directors of labor, wages and industrial safety, and financial services divisions; economists from a number of railroad departments and scientific research and educational institutes. Responsible officials from the CPSU Central Committee, the USSR Council of Ministers, the USSR State Planning Committee, the State Committee for Science and Technology, the State Committee for Labor and Social Problems, the Ministry of Finance, the State Bank, and the Bank for Financing Capital Investments also took part in the conference.

At an expanded meeting of the Ministry of Railways collegium on 30 August there was discussion of measures for increasing labor productivity in railroad transport in light of the decisions of the June Plenum of the CPSU Central Committee and the directives of comrade Yu. V. Andropov, general secretary of the CPSU Central Committee.

V. A. Shevandin, chief of the Planning and Economics Main Administration; A. G. Kovrigin, chief of the Finance Administration; and V. T. Charykov, chief of the Labor, Wages, and Industrial Safety Administration, presented reports on improving economic operations and increasing the effect of economic work on the final results of railroads' activities; they also discussed reserves for increasing labor productivity. The speakers and others participating in the discussions analyzed economic and financial operations; they showed how defects and miscalculations in the organization of the shipping process and in the utilization of transportation means, manpower, material, and financial resources have an effect on economic and financial activities. Primary attention was focused on improving planning and increasing the effectiveness of moral and material incentives, and all economic levers for increasing production.

N. S. Konarev, minister of railways, devoted his talk to the goals of making fundamental improvements in planning and in all economic operations. He said that this conference should be a turning point in the railroads' economic operations. He said that there needed to be a serious reorientation of our economic thinking, and a fundamental change in the approach taken to the plan and quotas. The thoughts and efforts of transportation economists should be directed at the successful resolution of the major, complex tasks that have been set before the railways by the Communist Party and the Soviet government.

Economic managers, economists, and scholars, in order to reorganize their work with confidence to correspond to contemporary demands, should study production processes in more depth; they should analyze their efficiency and put up a strong defense against all manifestations of mismanagement and wastefulness.

Our socialist system of management is a planning system. The system of plan quotas determines balanced, effective development of the entire economy. The plan for shipments is an integral part of the entire state plan. It should be a law that each manager and each railroad worker must strictly obey.

The economists' first task is to make every possible effort to see that the plans at all levels are scientifically sound, balanced, and that they reflect as closely as possible the actual demands for shipments. This means that managers and transportation economists should study in depth the economy of the regions they serve, the connections between the enterprises, and the prospects for their development. They should plan their shipping operations and increase their capacities accordingly.

All railroad workers will develop respect for the plan only when the plan is of high quality, and all its divisions are thoroughly worked out. The word of the planners must sound authoritative and convincing. It is important to put a decisive end to disregard for quotas. Quotas are an important planning tool. There needs to be a careful evaluation of the norms to see which will still be appropriate in the future, and which are outdated and need to be changed.

We cannot forget that all the gains we achieve depend, in the final analysis, on fulfillment of the plan. Therefore, the campaign for plan fulfillment is a demonstration of concern for the welfare of the collective and for personal prosperity.

In recent years planning discipline has weakened in the transportation sector. Some managers, instead of motivating people to fulfill plan quotas, tried to prove, even using dishonest means, that the quotas were unrealistic. Numerous reductions were made in the yearly plans approved by the Ministry of Railways.

Many changes were made not only in the volume of shipments, but also in the plans for industrial production, capital construction, and major repairs. The plan for operational expenditures on the railway network last year was corrected over 50 times; the plan for industrial production was changed 18 times; and the plan for major repairs was changed 54 times. Under these conditions, what kind of stability can there be? These faulty practices reduce the plans' motivating role and production interconnections and balances are disrupted. The main

problem is that people lose confidence that the evaluations of their labor results are correct and that the incentives are well founded. This in turn generates distrust of the plan. We must put a decisive end to attempts to work out easier quotas so that workers can just take it easy.

Planning and financial agencies should be pioneers and organizers of competition to fulfill the plan, and they should act as propagandists for the plan. It is important to inspire people so that all railroad workers--from the switchman to the chief of the railroad and the central control board--will coordinate their work with the plan and strive to fulfill it. There should be intensified control over the fulfillment of everything that is outlined in the plan, and rapid and decisive measures should be taken to eliminate even the slightest shortfalls.

Plans for the development of the industry are also in need of serious reorganization. The practice of allocating means according to a principle of equal distribution of resources among the sectors and railroads is faulty. Our network has many weak spots and a well-thought out strategy is needed to eliminate them as quickly as possible. First of all, means must be allocated for this purpose in the 1984 plan.

The Volga Railroad offers an example of poorly planned utilization of capital investments. Considerable means have been allocated over recent years for the development of the railroad's economic management, with no visible yield. The railroad continues to hold back the flow of railcars, which complicates operations in all the surrounding areas. When planning capital investments, it is absolutely necessary to take a comprehensive approach; otherwise we eliminate some weak spots, but create new ones by doing so.

All of our plans should devote special attention to the people, our remarkable workers. Maximum use should be made of all the opportunities to improve working, everyday living, and housing conditions; and every effort should be made to reward those who work conscientiously and creatively and who demonstrate initiative.

In his speech at the expanded meeting of the collegium, the minister reviewed in detail the most important reserves for increasing labor productivity in railroad transport. A cardinal increase in this most important economic indicator, as was emphasized at the June (1983) Plenum of the CPSU Central Committee, is a key goal. Special attention must be devoted to realizing this goal.

Labor productivity and the rate at which it increases are indicators of the technical level of production, how equipment is utilized, the quality of labor organization and methods, and the status of discipline. In recent years the rate of growth for this most important indicator has been lower than the planned levels in railway transport and in some years the indicator has even declined; this is the result of serious neglect and flaws in production, planning, financial, and educational operations.

This year, having improved operational activities, railroad workers managed to increase labor productivity. Now the task is to consolidate this first success

and strive for a steady increase in this indicator of no less than 3 percent a year up to the end of the five-year plan.

What are the primary reserves that must be mobilized in order to achieve this? First and foremost, every railroad and every enterprise must set up a special comprehensive program for mechanization and automation of labor-intensive processes, and for reducing the proportion of manual labor, which is still quite high in railroad transport. It is important to make maximum use of existing resources for creating means for small-scale mechanization, non-standard devices, equipment, and machinery, and for introducing labor-saving technology.

The scientific organization of labor should be introduced more energetically and more purposefully; work sites and all of production should be made to correspond to model designs for labor organization. It is important to create the most favorable conditions for each worker, and to bring up to standard everywhere the illumination of work sites and noise and vibration levels.

A major reserve that does not require any capital investments is the broad introduction of the brigade form of labor organization, combining professions as much as possible and expanding the zone of service. Utilizing this reserve is clearly not enough, however. The transfer of shunt locomotive and train formation brigades to the work of one individual is proceeding slowly. The brigade cost accounting system is not being introduced aggressively, nor are incentives for final results, or the piece-rate extra earnings and bonuses based on labor participation coefficients. Far from all the possibilities that these new methods offer are being utilized.

Of course, scientific organization of labor is possible only when some elementary order has been established in production. At many enterprises violations of discipline still occur frequently. According to economists' estimates, if unauthorized absences from work are eliminated and there is a sharp reduction in absences from work with administrative permission, labor productivity can be increased by 0.7 percent. A great deal of time is also wasted due to equipment downtime, lack of preparation at the work site, and lack of necessary instruments, materials, and spare parts. Poor organization of labor creates favorable conditions for violation of discipline.

Another important factor in increasing labor productivity is the skill level of the workers, and their conscientious, diligent attitude toward work. Therefore, it is important to keep experienced, disciplined railroad workers on the job. Unfortunately, in spite of the measures that have been taken, this problem is being resolved with great difficulty. The labor turnover is very high among railroad workers engaged in heavy manual labor, and among locomotive brigades in sectors where there are regular violations of the established system of work and rest.

Opportunities for stimulating high labor productivity are not being fully utilized. The Moscow Railroad has gained a good deal of experience in providing material incentives for workers in leading professions for organizing the traffic of especially heavy and long trains. This experience should be generalized and disseminated on an extensive basis. Maximum use should be made of all the economic factors for developing increased shipping with the fewest

number of workers, relying on a steady increase in labor productivity, and achieving the highest gains in world practice for this primary economic indicator.

The collegium of the Ministry of Railways has called on all managers, specialists, transportation economists, and all railroad workers to increase the pace and quality of their work, to follow closely the policy of economy, and to be zealous economic managers, so that they can fulfill honorably the primary goal that has been set by our Communist Party: satisfying fully and promptly the demands of the national economy and the population for railroad shipments with the least possible expenditures.

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CSO: 1829/22

RAIL SYSTEMS

PLANS FOR INCREASED IMPLEMENTATION OF MOSCOW CAR REPAIR INITIATIVE

Moscow GUDOK in Russian 6 Oct 83 p 2

[Article by I. Kokoulin: "Following the Initiative"]

[Text] The country's industrial enterprises and construction and other organizations, which have embraced the initiative of the people of Moscow, have repaired hundreds of thousands of railroad cars and tens of thousands of containers. During the last seven months of this year alone, 34,452 railroad cars and 8,159 containers have been repaired this way on the Gorkovskaya road and 28,054 railroad cars and 21,700 containers -- on the Sverdlovskaya. Things are going well on the Southwest, Pridneprovskaya, Northern, North Caucasus, and Donetskaya trunklines.

The achievements of the competition's initiators -- the industrial enterprises of the capital -- are especially significant. All of them have signed agreements with the railroad workers and have repaired more than 12,000 railroad cars and 20,000 containers (on the entire road accordingly -- 41,000 railroad cars and 50,000 containers).

Lessons of the line-operated school of progressive experience were recently conducted in Moscow. The deputy chiefs of the roads, chiefs of railroad car services, designers, and scientists were acquainted with the organization for the routine maintenance of the rolling stock's bodies and visited the Automobile Plant imeni Likhachev and the Krasnopresnenskiy Reinforced Concrete Plant of Housing Construction Combine No 1.

Today, we are publishing notes from the classes in this school.

Reserves

Let us recall the pledge of Moscow's industrial enterprises: "To put into good condition every railroad car and container, which is freed after unloading and which is sent for loading". It is clear that we are only talking

about the routine maintenance of the bodies. The repair of undercarriages and frames is done using the road's resources. The railroad workers supply materials in accordance with a contract.

There are many problems behind these -- seemingly -- simple relationships. For example, where should this material be taken?

A way out from this situation has been found. The majority of enterprises, who have undertaken the repair of railroad cars and containers, have organized the manufacture of spare parts from the wastes of their main production. The road's material and technical support service pays for the work and distributes spare parts.

The railroad workers themselves are searching for additional reserves. They remove items from rolling stock that has been stricken from the inventory. These spare parts are carefully dismantled and thoroughly inspected at special points. Then, they are given to the industrial enterprises after the necessary repairs.

Cooperation

Even having the necessary materials and items on hand, every recipient cannot undertake repairs to the bodies because of the absence of a production base. Cooperation has come to the aid.

The AUCCTU Central Wholesale Base and other organizations are now sending containers with a large amount of repairs to the "Frezer" Plant where they are restored. This method has been recommended to the Moscow office of the All-Union "Soyuztorgooborudovaniye" Association and to several other organizations whose technical equipment does not permit them to take part and repair rolling stock jointly.

In order to strengthen the monitoring of the quality of the repairs, every enterprise has been attached to the railroad car depots of Lyublino, Perovo, Moskva-Rizhskaya, Likhobory, Moskva-Paveletskaya, and Moskva-Smolenskaya.

They Are Decreasing Demurrage-- They Are Freeing Railroad Cars

The initiators understand their task much more broadly than simply repairing rolling stock. They are decreasing demurrage and freeing railroad cars thanks to the mechanization of work and the efficient planning of loading and thereby decreasing the need for rolling stock. For example, a plan for wrapping elevator doors has been reviewed in the Karacharovskiy Mechanical Plant and two sets instead of one have begun to be loaded in a gondola car. This frees 400 gondola cars a year for other cargo.

The repairing of railroad cars in enterprises permits the running of rolling stock, which is not in good order, from the enterprise to the railroad car depot to be eliminated. It has been calculated that the average time,

spent on all operations connected with the routine maintenance of railroad cars, is more than 21 hours on the road. Repair work is performed in two - three hours in enterprises.

This year, Moscow's enterprises have repaired 12,000 railroad cars. This means that they have not been sent to a depot for repairs and that they, perhaps, have not had a negative effect on the section's traffic capacity. The rolling stock's processing volume at the stations has also been decreased. The gain in time provides additional rolling stock for loading.

This technology is also profitable for the enterprise. Previously, it sent railroad cars in disrepair to the railroad workers and waited until they sent a new one. Now, the recipient repairs the railroad car and the road permits it to be used with its own cargo. That is why they do not experience shortages in transportation resources where the work has been organized well.

The new task of the enterprise has been perceived as its own vital work. In the Krasnopresnenskiy Reinforced Concrete Plant of Housing Construction Combine No 1, for example, a plan for repairing rolling stock has been established for the workers in the transportation shop and an indicator -- the repair of railroad cars -- has been provided for in the material incentive system.

Developing the Repair Base

A good technical base is required in order to repair railroad cars quickly and with high quality. The participants in the line-operated school saw one in the transportation shops of the Plant imeni Likhachev where the "Donbass" machine is used. During the next six months, it is planned to erect a covered structure for the railroad car assembly shop. Moving to meet the enterprise, the railroad workers allotted two tracks at the station of Kozhukhovo for this purpose.

In the First State Ball-Bearing Plant, it is planned to reconstruct an existing container area. The construction of a new two-story building, equipped with modern technical equipment, has been provided for. This will permit the number of repaired containers to be increased sharply.

The railroad workers are also developing the technical base. Almost half of the railroad car depots on the capital's main-line repair railroad cars using the conveyor line method. The second stage in reconstructing the enterprises is now taking place. It includes the expansion of railroad car assembly shops and the setting up of more powerful overhead travelling cranes. The work is being performed considering the long-range changes in the structure of the railroad car pool. This will permit the repair of high tonnage containers, cement tank cars and other new rolling stock to be prepared for and mastered in a timely fashion.

Increasing the repair rates of railroad cars is not an end in itself, but rather, a forced measure. The participants in the school emphasized that the

main task is to insure the preservation of the rolling stock during loading and movement operations.

The initiative is having a beneficial effect on the people's consciousness. The people, who are participating directly in the renovation of the railroad cars, observe loading and unloading procedures more strictly. They do not hit rolling stock where they repair it.

Under Control

Things are going well where the railroad workers operate in close contact with local party and soviet organizations, and the party's Moscow city committee continuously observes the progress in repairing railroad cars.

V. Lutsenko, the deputy manager of the transportation and communications department of the CPSU Moscow City Committee, spoke in detail about the role of the party organization in expanding the initiative. He emphasized that the capital's raykoms are continuously monitoring the development of the initiative of Moscow's enterprises. A special commission, which regularly sums up the information on the repairing of railroad cars, has been created in the gorkom. A strict analysis of the state of affairs takes place: Who is lagging behind, why is help needed, and what kind of help? An information system on the progress of the work has been developed.

New and increased tasks are facing the enterprises. For example, they repaired all told 15-20 railroad cars a day in January, but now it is 95. The immediate goal is to achieve the repair of 100 railroad cars a day.

The participants in the school were convinced once again of the usefulness of the experience of Moscow's people and affirmed that it could and should be embraced on all roads and by all enterprises using railroad cars for shipping. It is necessary to organize specialized and technically well equipped sections and composite brigades for performing maintenance work and to overcome with the help of party and soviet organizations the inertia of those enterprise directors who avoid using the experience of Moscow's people.

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CSO: 1829/32

RAIL SYSTEMS

MOLDAVIAN ENTERPRISES NOT SUPPORTING MOSCOW CAR REPAIR INITIATIVE

Kishinev SOVETSKAYA MOLDAVIYA in Russian 20 Sep 83 p 2

[Article by A. Skripnik, deputy chief of the Moldavian Railroad and chairman of the commission for incorporating the initiative of Moscow's inhabitants, Kishinev: "The Task Is Not Progressing Further Than the Order"]

[Text] Out of the 90 enterprises, which have concluded an agreement with the railroad on repairing railroad cars and containers, 72 are not fulfilling their contract obligations.

The major part of freight operations on the Moldavian road, just as on other mainlines, is carried out on the spur-tracks of industrial enterprises. The loading and unloading of railroad cars and containers takes place here; however, there is an evident shortage of points for their repair. It happens that a railroad car, whose restoration requires up to four hours, remains unrepaired for two and even more days in a number of cases.

For this and other reasons, more than 150 railroad cars remained unloaded by the end of the reporting days on the Moldavian road during the first half of this year on the average. This is quite a bit. Losses in freight resources because of the failure to fulfill demurrage norms reached approximately 5,000 railroad cars.

Among the measures aimed at shortening this time, there is the bringing of repair sites closer to the freight operation points. The collectives of Moscow's enterprises, which have signed agreements with the Moscow Railroad on joint actions to repair railroad cars and containers, have come out with such an initiative. The collectives of the plants imeni I. A. Likhachev, "Serp i molot", "Stankolit", "Krasnyy proletariy", and others have pledged to bring each railroad car or container, which has been freed after unloading and which is being supplied for loading, into technically good working order and not to send them to the tracks of the Ministry of Railways if the body of a railroad car has not been repaired or cleansed of cargo residue. The initiative of the people of Moscow was approved by the CPSU Central Committee and recommended for widespread dissemination.

We saw in the initiative of the capital's enterprises a reserve whose implementation could radically improve the use of rolling stock on the Moldavian Railroad. A commission was created in our road's administration in order to coordinate actions and help in the dissemination of the valuable initiative. Together with the specialists at railroad stations and railroad car depots, it is instructing enterprise workers on the rules for maintenance, worker protection and equipment safety and is helping in the supplying of the enterprises with instruction manuals and spare parts for repairing the railroad cars.

A total of 90 of the republic's enterprises and organizations have supported the initiative of Moscow's people. Almost 1,500 railroad cars and more than 200 containers have been repaired since the beginning of this year -- the help is appreciable.

The work of repairing railroad cars has been efficiently organized in Kishinev's "Elektromashina" plants and in the Artificial Leather and Rubber Item Combine imeni M. I. Kalinin. The collectives of the Faleshtskiy Sugar Plant, and of Beltsy's Furniture Combine No 3, Clothing Factory imeni 40th Anniversary of the Moldavian SSR, the sugar plant, and other enterprises are fulfilling their contract obligations.

Groups for repairing railroad cars, which include an electric welder, a metal worker and a joiner-carpenter, have been created in Kishinev's Furniture Factory imeni M. V. Frunze and "Kodry" Furniture-Woodworking Combine. Here, just as in the enterprises listed above, the questions of pay and bookkeeping have been resolved.

Questions concerning a further improvement in the use of rolling stock have been examined by the Kishinevskiy and Beltskiy gorkoms and Oknitskiy raykom of the party. As a result, the industrial enterprises of Beltsy, for example, repaired approximately 200 railroad cars during July of this year.

The collectives of Moldavia's industrial enterprises, who are supporting the people of Moscow, see their task to be the helping of railroad transport not only by repairing railroad cars and containers, which arrive in disrepair, but also by further decreasing the demurrage of railroad cars by mechanizing work, decreasing the material-intensiveness of manufactured products, and changing the method of packaging freight.

Nevertheless, we are forced to state: Only 18 of the 90 industrial enterprises, which have concluded agreements with the railroad, are carrying out their obligations. This work is poorly organized in Rybintsa, Bendery and Tiraspol.

Thus, there are dozens of industrial enterprises and construction and other organizations in Bendery. However, not many collectives have signed agreements for repairing railroad cars and containers. The picture is approximately the same in Tiraspol. Here, only the "Elektromash" Plant and the cotton association are fulfilling their obligations.

The Moldavian road administration's commission for incorporating the initiative of Moscow's enterprises recently heard the report of A. Zhuravl', the chief of Tiraspol Station, and demanded that he correct the state of affairs. We also addressed a request to effectively help the railroad stations to the party's Tiraspol'skiy, Benderskiy and Rybintskiy gorkoms. We hope that the situation will change for the better.

The initiative of Moscow's enterprises is being poorly incorporated in several of the republic's ministries and departments although it seemingly received broad support in the beginning. In the Moldavian SSR Ministry of the Fruit and Vegetable Industry, for example, an appropriate order has been issued and the responsible people, who have been required to monitor the performance of the measures that have been planned in connection with this, have been determined. However, the matter has not gone any further than this. Meanwhile, approximately 50,000 rubles in fines have been levied on the Ministry of the Fruit and Vegetable Industry for above-normal demurrage of railroad rolling stock. The enterprises of the republic's Ministry of Grape Growing and Wine Making have been fined more than 20,000 rubles.

A similar order was issued in the Ministry of the Food Industry where it was written in black and white: "The 'Moldsakharoprom', 'Moldraszhirmasloprom' and 'Moldkhlebprom' Associations and the starch and syrup plant must insure that all enterprises sign agreements with the Beltskiy and Bessarabskiy railroad depots for the repair of railroad cars using enterprise resources ... The monitoring of the order's fulfillment should be placed on the delivery and transport administration".

However, they have evidently forgot about their own order in the Ministry of the Food Industry because many enterprise directors, who are included in the mentioned branch associations, have still not signed agreements.

Thousands of railroad cars and containers must be repaired this year on the Moldavian road. The task is not one of the easy ones. It is difficult to cope with it without the effective help of the industrial enterprise collectives.

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CSO: 1829/32

RAIL SYSTEMS

MOSCOW CAR REPAIR INITIATIVE APPLIED AT KHASHURI (GSSR)

Moscow EKONOMICHESKAYA GAZETA in Russian No 36, Sep 83 p 19

[Article by A. Gordiyenko, special correspondent, Georgian SSR: "To the Aid of the Railroad Workers"]

[Text] More and more consequences of the Moscow inhabitants, who are setting an example in repairing railroad cars and containers using the resources of industrial enterprises, are appearing in Georgia. What is being done in this direction at the Khashurskiy junction, one of the largest links in the Transcaucasus railroad?

The collective of the local glass container plant signed one of the first contracts with the railroad car depot. One of the internal plant tracks has been set aside for repairs and a special brigade has been organized. N. Labadze, the chief of the transportation shop, constantly directs its work.

Yu. Proskurin, the Khashurskiy depot's senior inspector for the maintenance of railroad cars, says with approval: "Things are taking a turn for the better although they at first dragged out the solution of organizational and technical questions in the glass container plant. The first railroad cars were repaired here in March. During the month, they "cured" 18 railroad cars, but their score fell to 10 during the following months."

In the plant, they carefully inspect each railroad car that arrives there and note down everything that is damaged or not working.

R. Namgaladze, the plant director says: "At first, many of us regarded the useful undertaking with coolness. They said that only the railroad workers would derive benefit. However, the experience of the very first months convinced us about the usefulness for our collective: The dispatching of finished products was speeded up. The depot collective is helping us with the repairs; we receive spare parts and materials from it."

Three other enterprises -- the mechanical plant, the "Borzhomi" Production Association and the Akhaldabskaya Furniture Factory -- have signed contracts with the railroad workers. The mechanical plant has undertaken to repair containers and is just mastering the task. The railroad workers have no complaints with the furniture factory.

There is something special to say about the relations which have taken shape between the railroad car depot and the "Borzhomi" Production Association. During the last four months, 30 railroad cars have undergone sanitation maintenance here. Nevertheless, relations are strained between the partners. The trouble is that the rolling stock is returned to the depot from the pouring plants of the association quite frequently without ... doors. The board of directors explains; "That's the engineering -- bottles with mineral water are loaded in the railroad cars in bulk, and the doors interfere. That is why we remove them before loading".

They take them off but they do not undertake to hang them again. The association's directors say: "Such is the specific nature". The workers in the railroad car depot object: "It is ridiculous".

The first steps are still being taken in disseminating the initiative of the collectives of the Moscow enterprises in the Khashurskiy junction. It is important that other -- more confident -- ones follow them.

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CSO: 1829/32

MARITIME AND RIVER FLEETS

DRUNKENNESS HIGHLIGHTED AS CAUSE OF BOATING ACCIDENTS

Moscow VODNYY TRANSPORT in Russian 23 Jul 83 p 4

[Article by O. Vetvitskiy, deputy department chief of the State Scientific and Technical Institute under the Central Council of the RSFSR Water Safety Association: "Where Recklessness Leads"]

[Text] Who doesn't enjoy a ride on a launch or a motor boat, or a going for a sail or going fishing? But the pleasure of recreation can be dimmed if the boat's owner does not have a sense of responsibility, if he disregards elementary safety requirements that are contained in regulations for boating and operation of small craft.

As a rule, the people who violate standards of conduct on the water are those who have avoided the appropriate training in schools for amateur navigators and have not undergone the small craft navigation and technical inspections performed by the Water Safety Association. Recreational boaters can endanger not only their own lives, but also those of their passengers. Violation of the established regulations can lead to tragic consequences.

People die in boating, as a rule, through the fault of the boat-owners and their passengers. An analysis shows that recreational boating accidents occur on boats whose owners avoid the annual technical examinations and inspections that are given for small craft.

The most characteristic violations that lead to boating accidents include exceeding the standards for passenger capacity; installation of an outboard motor the power of which exceeds the maximum allowable; boating in bad weather without lifesaving equipment; or simply outright recklessness on the water and blatant disregard for rules of conduct. It is also alarming that the majority of violations occur when the parties involved are not sober.

This year on the Ufa River in Sverdlov Oblast, 7 people were riding in a "Kazanka" motor boat which is designed for 4 people; they were all drunk. In the middle of the river the overloaded boat capsized. Four people died. The boat was not listed in the inspection register and it had not undergone technical examinations. The driver of the boat had no navigation license.

In Saratov Oblast two young men were drunk on a "Progress" motor boat, which had not undergone technical examination; they were travelling a course parallel

to that of the "Uslevich" steamship. The young men decided to amuse themselves and started to make the boat weave in and out of its course. The result was that the two boats collided: one of the young men fell overboard and drowned; the other was seriously injured.

On the Ob River in Tomsk Oblast two drunken recreational boaters were riding in a "Kazanka" motor boat at a high speed; they made a sharp turn, the boat capsized and one of the men drowned. If the power of the outboard motor had corresponded to the specifications in the boat's manual, the boat would not have capsized.

Can incidents like this be avoided on our waterways? Only one thing is required to prevent them--there must be strict observance of the established requirements for boating safety.

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CSO: 1829/21

MARITIME AND RIVER FLEET

TIMBER SHIPMENT, NAVIGATION ON BIY-KHEM RIVER

Moscow VODNYI TRANSPORT in Russian 26 Jul 83 p 1

[Article by V. Gantov, TUVINSKAYA PRAVDA correspondent: "The Biy-Khem is an Obstinate River")

[Text] The Yenisey begins its journey to the ocean at a speed of 10 kilometers per hour. This is what the navigation instructions say. Even the great rivers are small ones at their sources, but their nature is already evident there. Ice floes and high water, not contained by reservoir dams, can necessitate substantial corrections in the navigation plans. At any time captains can discover that the shipping channel is filled with sand and rocks, a new channel has been washed out right alongside; and the main stream of the river's current does not cause the barge to drift toward the river bank today quite the same way it did three days ago.

Rivers can be large or small, but for ship's crews work on any river is equally serious. Each trip made by a barge along the 235 km slalom course stretching from the Yrban logging settlement to Kyzyla is a real test of the skills of captains of tugboats and escort vessels. If you turn a 150-meter barge in the wrong direction in one of the regular curves, and you do not keep its stern from hitting, an accident is inevitable.

For the collective of the Kyzyl Rayon Administration of the Yenisey River Steamship Company, this year's navigation season is working out more successfully than the 20 previous seasons. In May the plan for floating logs was fulfilled by 124.8 percent; the quotas for delivering petroleum products and freight to the high mountainous area of Todzhinskiy rayon were met by 150 and 186 percent, respectively. In June the rate of work not only did not drop off, but for several indicators it even increased. The equipment was the same, the people were the same, the river did not suddenly become more obliging in Sayany--so how can the success be explained?

If you try to define the success in just a few words, you can say that it was due to close coordination of the activities of the river transport workers and the timber industry workers. This was not an easy accomplishment: they had been working for decades under one system. One day after the navigation season opened, the river transport workers had about 10 ships at Yrban; the timber workers had just started putting the log booms together with the traditional sudden burst of activity. The ships stood idle. It is to the credit of the

timber industry workers that they rapidly adjusted themselves to the situation. They revised the schedules for readying the floats as they went; the conditions for competition between brigades were revised and a new system for bonus wages was developed. During the last days of May, when they had finally reorganized their work to follow the tempo of the river transport workers, matters went quite differently.

We should mention one fact here. Previously the losses of timber due to poor quality work in making up the log boom totalled thousands of cubic meters. The loggers' labor was wasted, and the river transport workers' plan fell apart at the seams. Even today there are rotting pieces of broken floats and piles of logs lying on spits and sandbars as graphic memorials to earlier bad management. And how much timber is covering the bottom of the Yenisey? Currently, over the past month of shipping two floats were damaged a little bit while crossing the Khutin rapids. The Yrban float builders were challenged to a contest by the river transport workers and they have started putting together bigger log booms, and the quality of their work is much better also. The quality of the floats has improved so much that the brigade of repair workers formed by the timber industry management, and assigned to work in the middle of the route at the Khutin rapids, is spending more time relaxing than repairing their comrades' mistakes. The bonuses that are paid for high quality work during the final evaluations represent a fairly large portion of the sum that used to be lost every year in timber.

G. Kokorin, captain of the ship the "Angara-50", is one of the most experienced experts in the rayon administration. This year's shipping season is his 21st season in a row. I had an opportunity to talk with him during the trip between Yrban and Kyzyl. He said that in the majority of cases he doesn't see anything surprising. He said that it was true that the capricious Biy-Khem would not let a float longer than 150 meters pass, because the tail of the boom would hit the shore coming out of a turn. But who would have thought that on such a scale one would have to limit the volume to 500 cubic meters? The river transport workers have advised many times that the floats should not be put together according to general principles, but they should be put together specifically for a particular crew and captain.

Grigoriy Nikanorovich said frankly, "Mine would be about 800-900 cubic meters. I warned the float builders upriver, in Toora-Khem, about this ahead of time. When I've unloaded the barge and returned to Yrban, the right float will be ready. I took two floats like this, and saved a trip according to the current measurements. This way would could complete the shipping not in the middle of October, but a month earlier, before the water is shallow."

July and August are the best months for navigation on mountain rivers, such as the source of the Yenisey, the Biy-Khem. River transport workers have been suggesting for a long time that a differentiated schedule be set up, taking into account the mistakes of previous years, calculating the losses, and making conclusions on the basis of the calculations. Some original data for comparison are already available--the results of the first months of the navigation season make even the most hardened pessimists stop and think. It is important not to become complacent now and think that everything possible has

already been done. Workers should try to follow the suggestion made by many captains to take the indicators of the quotas that were exceeded as norms.

This is how it happened that shipping crews working on small rivers traditionally were left in the shadows when the final results of steamship competition were summarized. To be honest, there was often a good reason for leaving them behind, even if they were not always to blame. They do not want to be playing a secondary role any longer, however. This is a laudable desire on their part; it requires serious attention and support on the part of directors at all levels of the transportation system.

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CSO: 1829/21

MARITIME AND RIVER FLEETS

COMMISSION TO REVISE REGULATIONS FOR INLAND WATERWAY NAVIGATION

Moscow VODNYI TRANSPORT in Russian 10 Sep 83 p 2

[Article by M. Filatov, chief secretary of the Commission for Revising the Shipping Regulations: "Taking Contemporary Demands into Consideration--On Revising the Shipping Regulations for the Internal Waterways of the RSFSR"]

[Text] Modern, powerful, fast, large-capacity river vessels are making their trips under conditions of ever-growing traffic intensity, and crowded sections in certain shipping lanes, and especially in roadsteads and locks. In light of this, traffic regulation takes on primary importance; it is defined by the basic document of shipping safety, the Shipping Regulations.

It is well known that the existing regulations do not take into account the colossal changes that have occurred over the 20 years since they were written. Naturally they require more precise definition, they need to be made more specific, and they need to be corrected. In accordance with a decision made by the Collegium of the RSFSR Ministry of the River Fleet, an order was issued recently by the minister to revise the Shipping Regulations for the Internal Waterways of the RSFSR.

This order contains confirmation that the commission is to be composed of representatives from steamship companies, the basin route administrations, shipping inspectorates, scientific institutions, the River Register, and ministry administrations. Also established were the schedule of the commission's work, deadlines for the rewriting, review, publication, study, and putting the new regulations into effect. The regulations should contain clear, precise provisions that directly regulate the traffic system, the maneuvering, and moorage of ships and personnel. The principle of starboard traffic and port divergence should be reinforced. Special attention should also be given to the need to choose and properly adhere to a safe vessel speed.

All provisions in the Regulations that duplicate other standard documents (Technical Operation Regulations; Service and Discipline Regulations; Instructions for Maintaining Shipping Conditions at Universal Military Readiness; Radio Communications Regulations; and so on) will be weeded out.

Appropriate divisions will be included in the regulations taking into account experience that has been acquired and contemporary demands stemming from increased traffic density and intensity, the increase in the navigational

equipment on vessels, a rise in the size of the small craft fleet, navigation with limited visibility using radar stations and shortwave radio communication, and the operation of vessels in areas with a cardinal system of navigational barriers.

The appendices to the regulations will contain reference materials and tables: the relationships between the size of the vessels and the waterways; the water reserves below the bilge; the type, description, and meaning of signals that regulate traffic and moorage, and so on.

For convenience of use, the regulations will be organized under headings and numbered divisions; each separate regulation will observe the terminology and structure found in the State Universal Standards and other normative documents.

A draft of the regulations will be developed on the basis of proposals from steamship companies, basin waterway (canal) administrations, shipping inspectorates, and other organizations of the Ministry of the River Fleet.

Work on regulating shipping traffic and its speed, and on developing greater responsibility among the pilots for safety, is going on continuously. Now these positions will be secured by a fundamental document.

In December of this year the commission should send a draft of the regulations for review to steamship companies, basin waterway (canal) administrations, shipping inspectorates, educational institutions, main river fleet administrations of the union republics, and other interested organizations.

Mass publication of the regulations is planned for the last quarter of 1984. Navigators of the Ministry of the River Fleet and other organizations should study the regulations at seminars and classes and they should pass examinations on the regulations according to the system that has been established.

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CSO: 1829/21

FISHING FLEET DEVELOPMENT

DEPUTY MINISTER ON UPGRADED, SIMPLIFIED FLEET COMMUNICATIONS SYSTEMS

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 20 Sep 83 p 2

[Article by Yu. Bystrov, deputy minister of the USSR Fishing Industry:
"Masters of the Air Waves"]

[Text] Today there is no region of the world's oceans where ships of the Soviet fishing fleet could not fish. Radio communication remains the only channel connecting them with the homeland. Therefore the increased requirements of the fishermen for reliable marine radio communications, for quick retuning of equipment in switching from one frequency to another, and for simplicity of operation are understandable. The new shipboard radio transmitters "Musson", "Korvet", and "Brig" meet all these requirements completely. They were created by scientists and engineers under the leadership of Professor O. Alekseyev, the head of a department of the Leningrad Electrical Engineering Institute.

The transmitters have now been installed on practically all fishing ships of unrestricted range of navigation. They have replaced 16 domestic and 5 imported makes of transmitters. Such unification has freed up the capacity of many enterprises and permitted the organization of centralized, large-scale production at a single plant. This has provided a saving of hundreds of millions of rubles.

"Musson", "Korvet", and "Brig" are fully automated in operation and they have remote control. Switching from one frequency to another is accomplished practically instantaneously. And the novel engineering scheme and design solutions permitted getting away from retuning the series of transmitters.

The use of them on fishing ships has significantly facilitated the creation of an automated system for control of fleet operations. Now, on a scale of the whole sector of industry, reliable and comprehensive information is available daily about each of many hundreds of ships at whatever point it is in the world's oceans.

The introduction of the radio transmitters "Musson", "Korvet", and "Brig" into the fishing fleet increases the efficiency of fleet operations in the catching of fish, the processing of them, and the output of goods from the sea which is the substantial contribution of the fishing industry in fulfilling the country's Food Program. It is thought that the group who created them deservedly has been nominated in the competition for a State Prize.

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FISHING FLEET DEVELOPMENT

PARENT CLAIMS POLICIES DISCOURAGE STUDY OF ENGLISH

Moscow VODNYI TRANSPORT in Russian 27 Sep 83 p 3

[Article by G. Lebed', first assistant captain of the Murmansk Steamship Company: "A 'D' in English", under the heading "Allow Me To Be Frank"]

[Text] This year my son, Aleksandr, graduated with distinction from the ship navigator's department of the Murmansk Higher Engineering Maritime School imeni Lenin Komsomol. He alone among the graduates of the department, brilliantly defended his degree in the English language. At the school he was told that knowledge of English gives him the right to receive a nine percent bonus on his official salary. The state needs specialists who speak a foreign language. That is why such a stimulative measure was introduced.

But, alas, at "Sevrybpromrazvedka" [Northern Fishing Industry Reconnaissance] to which the young specialist was sent, this information was regarded with extreme suspicion. There is little regard there for the English department of the higher educational institution. They must still check on whether he knows the language or not.

It seems to me that the defense of a degree in English is nothing but an examination of the knowledge of a foreign language. It is exactly the same as an examination of the knowledge of a specialty. But it never occurred to the personnel men of "Sevrybpromrazvedka" to recognize the diploma - it was invalid. Why do they doubt the competence of the English department?

The whole affair may be the usual bureaucratic habit - to refuse the first time. To make sure. Let the man go, let him prove it, let him try to get it, and then we will have a look.

Aleksandr did not attempt to disprove anything. He gave it up as hopeless and went to sea.

Maybe I should not have taken to writing you about this. But I thought, with such an attitude, will new graduates want to defend a degree in English? It is much simpler to do it in Russian.

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CSO: 1829/6

PORTS AND TRANSSHIPMENT CENTERS

PORT PERFORMANCE WRAP-UP FOR SEPTEMBER 1983

Moscow VODNIY TRANSPORT in Russian 22 Oct 83 p 2

[Text] In September the quota for transshipment of freight was fulfilled by 104 percent. The transport centers of Vyborg, Izmail, Reni, Berdyansk, Kerch, Nikolayev, Odessa, Kherson, Novorossiysk, Poti, Vladivostok, Posyet, Vanino, and several others, were successful in their operations. Arkhangelsk, Kandalaksha, Ventspils, Riga, Belgorod-Dnestrovskiy, Batumi, Baku, and Krasnovodsk did not fulfill the plan for September.

At several transshipment centers with good traditions of joint operations, some objective conditions developed which led to unsatisfactory results. For Belgorod-Dnestrovskiy and Batumi, the conditions were "planned" by the Black Sea and Georgian Steamship Companies together with the Odessa and Transcaucasian Railroads. The Baltic transshipment centers have been operating under complicated conditions for a long time.

In the first case, the chiefs of the steamship companies and the railroads deserve serious reproach for simply disrupting the operation of the transshipment centers. The Baltic Railroad does not have a balanced fleet of rolling stock in terms of different types of cars. This has already been discussed repeatedly. This situation has an especially serious effect on the shipment of imported freight out of ports. The railroad's requests and the directives from the Ministry of Railways for delivery of railcars go unfulfilled regularly. At the same time, the railroad receives regulation quotas for delivery of empty cars; so cars leave the ports without taking import freight, just as before.

Taking into account the specific features of the railroad and the presence of five major ports in the transport-economic region, it might be worthwhile for the Ministry of Railways to consider the question of releasing the Baltic Railroad from regulation quotas. The railroad should also be provided with at least the planned number of grain cars and refrigerator cars. The ports received 3000 and 1093 cars, respectively, below the planned number of empty cars of this type. In September the Baltic transshipment centers lost a total of 5485 railcars planned for carrying import freight. As a result, two of the transport centers did not manage to fulfill their plans. The Baltic centers had the worst indicators for layovers spent by the fleet waiting to be unloaded, especially vessels carrying grain and perishable cargo. There has

been no reduction here in the accumulation of imported cargo in port warehouses.

In September special attention was directed at unloading railcars. Leningrad, Murmansk, Tallinn, Reni, Ilyichevsk, Odessa, Nikolayev, Vladivostok, and other centers did not allow a single case of delayed processing of railcars.

The following transshipment centers should be reproached for permitting delays in unloading railcars: Klaipeda (81); Kherson (43); Aktau (16); Baku (154); Nakhodka (11); Vostochnyy (10); and Vanino (120). In September the situation involving accumulation of Far Eastern Railroad cars at the Vanino transshipment center improved. Although the freight receiving situation did not improve at bases of the Northeastern Supply Main Administration, especially with regard to containers, maritime transport fulfilled the USSR Gosplan quota for receiving freight from the mainland.

More attention should be given at transshipment centers to processing vessels. Delays here lead to a decrease in the fleet's carrying capacity, and thus hard currency must be spent to bring foreign vessels in to transport the cargo. Steamship companies and ports must organize operational accounting of changes in indicators of gross and net volume of loading operations and layovers of the fleet due to processing; they must also present to their partners in related sectors a mechanism for affecting these indicators.

The turnover of ships at transshipment centers increased by 2500 vessels over last year (according to data for the first 8 months). Transshipment centers of several steamship companies permitted a significant increase in the number of ships processed with layovers (in the Northern Steamship Company it went from 87 to 112 vessels; in the Latvian Steamship Company, from 17 to 78; and in the Far Eastern Steamship Company, from 24 to 356). Compared to 1982, there has been a decrease in the delivery of imported freight to maritime ports. According to data for the first 9 months, the volume of imported freight was 87 percent of what it was last year. There was an increase in the delivery of pipes (130.6 percent of last year's level) and metals (115.6 percent of last year's level). The necessary conditions also exist for an increase in the transshipment of perishable cargo.

It would seem that a decrease in the delivery of several types of freight to the ports would improve the railcar situation. This was not the case, however. In September the railroads fulfilled the plan for delivering cars for carrying imported freight by 76.6 percent; this included 70.7 percent fulfillment of the plan for carrying pipes and 93.5 percent fulfillment of the plan for carrying metals. Requests for refrigerator cars were met by only 54 percent; and for other freight cars and containers, by 50 percent. This is the worst indicator for all of 1983.

Coordinating councils, with the participation of steamship company and railroad chiefs, should change the style of work; they should devote considerably more attention to an in-depth and comprehensive examination of the situation at the transshipment centers; they need to analyze the state of affairs in the various transport-economic regions; and where necessary, they should be persistent in

directing questions to the Central Coordinating Commission of Transportation Ministries.

In the first 10-day period of October, the plan for delivery of railcars to carry imported freight was met by only 84.6 percent; the plan for carrying pipes was met by 82.4 percent and the plan for carrying metals was met by 114 percent. Ports' requests for railcars to carry perishable cargo were met by 60 percent, and requests for other freight cars and containers, by 45 percent. There was a shortfall of 4300 railcars below the plan for carrying import freight during the 10-day period.

River transport workers are working below their capacities (only 6600 tons were shipped out during the month). Motor transport can do a great deal more.

The final quarter of the third year of the five-year plan is under way. For the results to provide a worthy end to the efforts of the related transport collectives, it is necessary to carry out joint activities in a more friendly and organized manner, and to improve the quality of cooperative work.

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PORTS AND TRANSSHIPMENT CENTERS

DUDINKA PORT FACES VARIOUS PROBLEMS

Moscow VODNYI TRANSPORT in Russian 6 Sep 83 p 2

[Article by special correspondent G. Simkin: "Dudinka Operates the Year Around" under the heading: "Timely Delivery of Arctic Cargoes"]

[Text] The cold breath of the pole brings bad weather here in the Arctic even in the summertime - a gusty stiff wind and rain with snow. Yenisey waves, heavy as though filled with lead, press themselves for an instant against the hulls of the ships and, unhurried, continue into the lower reaches of the Siberian river. The motorships anchored in the outer roadstead awaiting loading or unloading feel the bad weather especially. From Murmansk and Arkhangelsk the "Zolotitsa", "Maymaksa", "Admiral Ushakov", and "Pioner Kareli" have come into the arctic port. Twelve to fourteen ships always are found here.

Seven seagoing ships - "Petr Strelkov", "Noril'sk", "Gizhiga", "Pamir", "Ivan Susanin", have lined up along the pier for processing. They have brought a great variety of cargoes for the Noril'sk mining combine: materiel, equipment, unique structures and provisions. Among these ships "Noril'sk" is distinguished not only by its dimensions but also by a bright red hull. Powerful cranes have lined up along the concrete strip. Steel hands and booms lift cargoes from the holds and carefully lower them onto the shore.

I go aboard "Noril'sk". A brigade of dockers is unloading empty containers, equipment, metal, some clinkers and some sand. The senior assistant to the captain, Vyacheslav Konoplev acquaints me with the ship.

In March when we completed the first voyage to Dudinka, said the senior assistant, there was dense ice in the Kara Sea. But the ship went through practically as if free. Then we brought here many valuable cargoes and carried away metals smelted at the Noril'sk Mining and Metallurgical Combine. We began the summer navigation season with a voyage to New Port in the Ob inlet. We delivered large-diameter pipe there. We went through the Yugorskiy strait with a caravan conducted by the nuclear powered "Sibir". Difficulties were encountered only in the Ob inlet - the ice there had reached a thickness of almost one and a half meters. But, never mind, all went well. Now we are here on a new voyage to Dudinka.

We observed the unloading of the "Noril'sk". The dock workers worked efficiently. They have had a long association with seamen. The senior assistant turned my attention to the pier.

Right now, he said, the ship stands almost up against the pier. But in wintertime it cannot approach it. The gap amounts to 3-5 meters. The cranes do not reach to the cargoes in the far holds - the outreach of the booms is insufficient. It is necessary to take this cargo with the ship's cranes and move it to the center of the ship. Only then can the port cranes take it and transfer it to shore. Such, also, is the situation in Kandalaksha. We lose considerable time and power.

Already, the first trial operation of the new series of ships shows the need to create special piers in the ports for processing them. It is worth while to make up collections of uniform cargo for us so as to avoid excessive re-mooring and moving the ship about the port. It would have been advisable on "Noril'sk" and other ships of this class to install two coupled 20-ton cranes. We then would be able in many respects to manage by ourselves in the loading, let us say, of metal. And there is still another question. It is necessary for us to transport a great many of the products of the Noril'sk combine in ingot molds. This is an added burden. Right now in the port there are sufficient containers and it is time to transport all metal in them. Considerable space will be freed up and the transportation will become more efficient.

The port of Dudinka is unique. But not because a million tons of freight is processed annually. It operates, it can be said, the year around although for nine months its water area is ice bound. Activity on the piers dies down and there is a pause in the movement of ships on the Northern Sea Route only for a very short time. This is in the period of the ice flow on the Yenisey when the piers, together with the crane ways and railroads, are deep under water. For a week before this, cargoes remaining in the zone to be flooded are carried out and the cranes are lifted up along a special slip onto the high bank of the river. After the violent high water, navigation is opened up anew. This year, the ice flow here began 12 days later than usual. The approach of the ships to the piers also was delayed. There was no way they could be brought in. Seagoing ships had to wait at the edge of the ice in the gulf of the Yenisey.

"Tiksi" was one of the first to enter the roadstead. There was much self-propelled equipment in its holds. A decision was made to carry out an experimental unloading using the ships ramps. Such a test already had been made at Kandalaksha when "Tiksi" also had in the holds automobiles and mechanisms with "self movement". The experiment also was successful here in Dudinka. The self-propelled machines went out of the holds, were accommodated on huge barges, and then delivered ashore. Later the ship was able to reach the piers and the usual work began.

For many years I have known Aleksandr Grigoryevich Kizim, the chief of the port of Dudinka. This energetic, impetuous, and enterprising leader has done much so that year around navigation in the western region of the Arctic proceeds stably without special obstacles in contacts with seamen.

We port workers, says A. Kizim, practically do not notice the small interruption in Arctic navigation. Year-around maritime navigation has become steady and the coordinated activity with the maritime steamship companies has been clarified. On the track of the Northern Sea Route and in the water area of the arctic port icebreakers toil excellently in winter and summer. Now a new type of ship has appeared and I have in mind the "Noril'sk" and its brother ships. Their coming to us has added strength to the port workers. The port of Dudinka belongs to the Noril'sk Mining and Metallurgical Combine but we have the best business relations with the seamen based on mutual assistance and support. Recently I visited the Murmansk and the Northern Steamship Companies. We defined more accurately the separate points of the joint technological process and the schedule of the movement of the fleet and its processing.

More than forty ships already have left Dudinka. We examined how they had been processed. It turned out that not one of them had been loading or unloading for even an hour above the norm. Besides the coordinated interaction of the port workers and the seamen, as A. Kizim explained, the existence of free area in the port contributed to this. Later it will become more complicated - rail cars will be needed and they are not always available.

The summer arctic navigation gathered strength. "Gizhiga" and "Pamir" left the piers of Dudinka, "Noril'sk" went away to Murmansk, and "Petr Strelkov" was prepared for departure. On the day before, I visited it and had a talk with the senior assistant, Valeriy Ishakov.

We brought a variety of cargoes here, he said, from needles to construction materials. We operate on a regular shipping line, and the ship is processed out of turn, according to a schedule. It is true that because of ice conditions, we were two days late, but the dock workers were able to make up for it.

Together with A. Kizim we became acquainted with the work of the dock workers and the seamen and were convinced that their cooperation is creative and having a significant effect. Many of the problems here are solved jointly, but apart from claims about the quality of loading, the chief of the port has a serious proposal which should increase the output of the joint activity.

Basically, the crews of the Murmansk and the Northern Steamship Companies and of motorships sometimes calling here from other basins are working for us, says the chief of the port. But the port still has no unified coordinating center for controlling the processing and movement of the fleet. A great many controversial questions arise in the course of operations. Sometimes there is much uncoordinated activity and bureaucratic red tape. A plenipotentiary representative is needed whose decisions will be obligatory for all ships of the various steamship companies.

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PORTS AND TRANSSHIPMENT CENTERS

OFFICIALS REPRIMANDED FOR LENA RIVER TRANSSHIPPING POINT PROBLEMS

Moscow PRAVDA in Russian 31 Aug 83 p 3

[Article by S. Troytskiy: "The North is Waiting" under the heading: "In the USSR Committee of People's Control".]

[Text] The USSR Committee of People's Control with the participation of local organizations of People's Control examined the state of affairs in transportation to the Yakutsk ASSR and the northern regions of the Ikutsk oblast by the Lena Associated River Steamship Company and the Eastern Siberian Railroad.

It was ascertained that for the third quarter of 1983 alone, almost 100,000 tons of urgently needed national economy products were not included in the plan for deliveries to enterprises and organizations of Yakutiya. It happened because of a lack of organization of rivermen and railroad men.

Thus, compared with 1978, the tonnage capacity of the cargo fleet grew by more than 16 percent by the end of 1982 but the amount of haulage grew by only 4.2 percent. The transport of petroleum products even decreased.

Clear-cut cooperation between the railroad men of the Lena station and the rivermen of the port of Osetrovo, through which the main bulk of the freight to the regions of the North passes, has not been established. Consistently the station does not provide rail cars as stipulated by the Plan.

The leaders of the steamship company explain the poor operation by the late opening of the 1983 navigating season. The examination showed, however, that the principal reason was nonfulfillment of the plan for winter repairs of the ships and the breakdown of the schedule for putting them into operation. Nevertheless, a report was sent to the Ministry to the effect that repairs were going successfully. In all, 200 cargo ships began operations with delays of two weeks on the average.

Many deficiencies were connected with low labor discipline in the principal port of the Steamship Company; namely Osetrovo. The losses of working time in the current year here have grown by a factor of almost two compared with previous years.

The rivermen and railroad men are using containers badly. In the course of past years the steamship company annually has not returned large numbers of them to the railroad. At the end of this past year this indebtedness amounted to 52,688 units. The return of containers is being delayed also by railroad men.

Many other shortcomings were disclosed in the examination. It was calculated that because the railroad men and the rivermen were unable to organize the business correctly, in the third quarter of this year alone, many cargoes will have to be carried by motor vehicle and this will cost an additional 1.5 million rubles.

After reviewing the question, the USSR Committee of People's Control adopted the following decree: For nonfulfillment of the State Plan for the delivery of national economy cargoes into the Yakutsk ASSR, for untimely preparation of the fleet for navigation, for unsatisfactory operation of the port of Osetrovo, for unsatisfactory organization of container transport, and for falsifying a report about the progress of fleet repairs, a reprimand is to be declared to V. Mineyev, the chief of the Lena Associated River Steamship Company, and a money fine is to be imposed on him. For not taking steps to eliminate the deficiencies in the operation of the stations of the Lena and Bratsk departments of the railroad, for presenting distorted data about the results of processing rail cars, and for unsatisfactory use of containers, a reprimand is to be declared to A. Dolgiy, deputy chief of the Eastern Siberian Railroad, and a money fine is to be imposed on him. The Minister of the RSFSR River Fleet, L. Bagrov, and the Deputy Minister of Railways, V. Gin'ko, are to be obliged to adopt measures to eliminate the exposed deficiencies and to fulfill the Plan for this year for the transport of national economy cargoes into the Yakutsk ASSR and the northern regions of the Irkutsk oblast.

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CSO: 1829/12

PORTS AND TRANSSHIPMENT CENTERS

CHUKCHI ARCTIC PORTS PREPARE FOR LONGER NAVIGATION SEASON

Moscow VODNYI TRANSPORT in Russian 16 Jul 83 p 2

[Article by non-staff correspondent D. Vlasov: "Ice Reefs on the Way" under the heading: "Timely Delivery for Arctic Cargoes".]

[Text] In the current year, the diesel-electric ship "Vasiliy Fedoseyev", conducted by an icebreaker, made a successful passage into ports of the eastern coast of Chukotka under winter conditions. In the beginning of May, the motorship "Nizhneyansk", for the first time, reached the shores of Chukotka without the accompaniment of an icebreaker. Thus, an extension of the period of navigation in the eastern part of the country became a reality. But, with the increase in the period of navigation, the work of the Chukchi ports, naturally, will grow. What worries the dock workers these days?

The problems can be separated into general and local ones. The first have existed for many years. Basically, they are connected with maintaining the schedule of arrivals. Annually the Far Eastern and the Maritime Steamship Companies promise that the dispatcher service will adopt suitable measures and schedules will be maintained. But the promises remain on paper, and the work of all the ports, without exception, is feverish. In summertime the Chaunskaya inlet and the Anadyr estuary are empty. But, as the end of September approaches, ten to twenty ships pile up in the roadsteads. What, really, is the continuous planning of the operations of the transshipment center here when the whole fleet rushes in for accelerated unloading? It stands to reason that in such an all-hands operation, there is no question of using the through procedure. The cargo is stored on the pier and its repeated transshipment by truck then follows. The port loses the possibility of working in the areas occupied and the truckers are not in a position to bring in an increased number of vehicles to liquidate the accumulation of cargoes.

At times the situation is aggravated by the fact that the information about the disposition of goods in the holds of ships according to type and destination is incorrect. And if there is a derangement of the schedule of a steamship company, they almost always explain it with objective reasons - principally by a lack of loads at ports, by failures in railroad transport or deficiencies in the organization of the information services which take the form

of hundreds of hours of idleness for motor vehicles and ships and which lie entirely on the consciences of the port workers of Vladivostok and Nakhodka.

With each navigation season, in the total flow of freight, the quantity of goods for various destinations being sent to the North in large-tonnage containers is being increased. The current navigation season will be no exception. It must be said that the Far Eastern Steamship Company has approached this development with a proper measure of responsibility. The necessary crane equipment and loaders were delivered to Chukotka in timely fashion. On the whole, the collectives, on the basis of developed practices, have coped successfully with the repair of the new equipment delivered and with the perfection of schemes for its disposition.

In Anadyr, for example, two cranes were shifted onto the second line which permits a reduction of the overstocking of the piers. As is known, this is the only port in the Far East which conducts river transport. Here, in the past year, the trial delivery of cargoes in large-tonnage containers deep into the region was carried out. The trial was successful. Now, for the navigation season, it is planned to ship 500 units of them to the headwaters which will allow dispensing with reloading operations at the port.

However, the state of affairs of the interfacing organizations inspires misgivings. All the advantages may be brought to nothing because of an absence of an appropriate technical base. This applies in the first place to the subdivisions of the commercial organizations. The number of large-tonnage containers at their addresses is increasing, but their technical provisions remain at the level of the 1970s. Do the oblast organizations know about the circumstance which has been taking shape? Yes, they know. At the Ministry of Trade they also know about this. Nevertheless, in this year as in the past, the commerce will build up containers in the port areas, disrupting the rhythm of work, and delaying the return of the same containers. Precisely this circumstance contributed to the fact that with an increase in the percentage of freight being delivered in containers, processing according to the through procedure dropped sharply. Affairs get on better at enterprises for deliveries of products for USSR Gosstrib, but even here there are problems. The bulk loading of containers with cement at the ports of shipment arouses criticism because it does not give the possibility to mechanize the unloading of them at bases.

Frequently, without any clear need to, large-sized technological equipment is packed in containers and canned goods are shipped in the hold in a flimsy package. As we see, accelerated processing of ships depends on their well thought out loading at the initial point on the route.

To the local problems of the two leading maritime commercial ports of Chukotka belong those whose solution is possible on the spot. For Pevek it is the expansion of the productive areas and drawing the motor vehicle fleet of the mining enterprises of the region into the system of the transshipment center. The point is that the navigation season coincides with the peak of work at the mines. Shifting motor vehicle transport from servicing the mining ranges during this period is difficult. But in September and October when, in

accordance with the weather conditions, work drops off sharply, the solution of this problem can be almost painless. If the Chaunskiy CPSU raykom and rayispolkom were more persistent, the managers of the three leading mining enterprises would have met them halfway since the overwhelming proportion of the cargoes is intended specifically for their collectives.

For the Anadyrs, even if they are in the local category, the problems are more complicated. As usual, they are related to river transport. This situation isn't improving. The solitary berth constructed at the village of Ust-Belaya was damaged by last year's flood waters. The crane is out of service. The transfer installations for receiving fuel at the headwaters leave much to be desired. Add to this the snowless winter and, as a result of this, there is little water at flood time.

But, despite the difficulties, much has been done to prepare for the navigation season. It suffices to say that the river ships have been put on line and are ready two weeks ahead of schedule. Drivers have been trained for the imported loaders. With the crews of the ships they will be directed toward the accelerated processing of the large-tonnage containers mentioned above. Two cranes will work on the river including a floating crane.

The preliminary requests of clients for the transport of cargoes are giving rise to a basic concern. In 1982 two adjustments of the rayispolkom plan were required. All the same, 72,000 tons actually were produced instead of 93,000 tons as projected. So even in delivering everything to the designated places, the port workers did not fulfill the plan.

Taking into account the lesson of the last navigation season, assignments for the present one were established within the limits set a year ago and for shippers there will be an increased liability for the nonpresentation of cargoes in accordance with initial requests.

On the whole, the Chukchi maritime ports are well prepared for the navigation season of the third year of the Five-Year Plan. Increased socialist obligations for fulfilling the plan ahead of schedule have been adopted in all the collectives. It is impossible to foretell how events will unfold. Easy navigation seasons in the North do not occur. There is a pledge of success in the efficient organization of the transport conveyor, in the responsibility of every worker at his work place, and in an improved production discipline.

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PORTS AND TRANSSHIPMENT CENTERS

IMPROVEMENTS, NEW FACILITIES AT ZAPOROZH'YE RIVER PORT

Moscow VODNYI TRANSPORT in Russian 11 Oct 83 p 2

[Article by N. Chernobrivtsev, port engineer: "Achieving the Maximum Level of Comprehensive Mechanization--Everyone is Involved"]

[Text] The collective of the Zaporozh'ye River Port imeni V. I. Lenin started the 11th Five-Year Plan well. For fulfilling its first year plan quotas ahead of schedule, it was awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the All-Union Central Council of Trade Unions, and the Komsomol Central Committee; and its name was entered on the All-Union Board of Honor at the Exhibition of USSR National Economic Achievements. The port has not slowed down its pace as the five-year plan progresses.

The technical re-equipping of production, mechanization, and automation of the transfer processes have contributed to these successes. Comprehensive mechanization of loading and unloading operations has reached a level unprecedented for us--99.1 percent. Now all freight--15 million tons per year--is handled with the aid of mechanical equipment.

At our moorages you can see bauxite and manganese ore, iron ore pellets and strips (partially finished rolled metal products), scrap metal and iron ore for export, metal and equipment, mineral construction materials, and so on. We also handle a wide variety of goods for the population, and a lot of grain and vegetables. This list of products dictates the need to make extensive use of various types of equipment and small-scale mechanization devices. It is important that all of these products be handled without the use of manual labor.

We have been successful in fulfilling the plan for introducing new equipment and improving the technological level of our operations; we have sought and found ways to improve the organization of labor. The great creative enthusiasm of our leading workers, production innovators, and engineering and technical personnel has helped our work noticeably. Our comrades have visited a number of the country's maritime and river ports, large construction sites, and plants; they studied there and gathered valuable experience for improving the work of freight loaders and mechanization specialists.

For many years already the Zaporozh'ye port workers have been known among Ukrainian river transport workers as tireless innovators and rationalizers, and initiators of good ideas. For example, it was necessary to dredge out the approaches to the moorages every year. At the same time, the construction workers' demand for sand was growing. The system's workers labored to handle this, using the ports' floating cranes to load sand onto barges. But workers at the Zaporozh'ye Port imeni V. I. Lenin could not reconcile themselves to this organization of the operation; they went before the UkSSR Main Administration of the River Fleet to petition for construction of a series of highly productive hydraulic sand loaders and a barge with a high barrier around its decks for the sand and silt. And they prepared the moorages with hydraulic transfer equipment.

Now vessels built at the Zaporozh'ye Shipbuilding and Repair Plant are operating at several other ports dredging up sand; they have a loader that can handle 600-900 cubic meters of sand per hour and barges with a carrying capacity of 1500 tons.

P. Ivanenko, deputy port chief, said, "With the help of the hydraulic sand loaders we dredge up and supply customers with up to 5.5 million tons of sand per year. The labor productivity of dock workers in these operations has increased by a factor of 10 and production costs have declined markedly."

The Zaporozh'ye port workers were assigned the task of developing processing methods to handle a large number of the "river-sea" type vessels that travel to Black Sea and Mediterranean ports. They carried out this assignment successfully: over the last 2 years the amount of import and export freight handled by the port has increased by a factor of more than 3. The port workers have sole responsibility for unloading metal destined for the "Kommunar" Motor Vehicle Plant. A 16-ton crane has been installed in the second loading area. At the suggestion of the chief of the port's technical division, N. Knyazh, a special claw-like grapple was designed. This sped up the processing of the ships and improved the unloading of metal strips. The economic effect is over 35,000 rubles.

According to the quotas in the 11th Five-Year Plan, the port workers are supposed to implement processing of iron ore pellets and bring the transfer of this product up to 2.6 million tons by 1985. In order to prevent losses of this valuable freight (the diameter of the pellets is 12-15 mm), reinforced concrete slabs have been laid down in the warehouse lot of the first loading area. Construction workers from the Ukrainian River Construction Administration have helped extend the sixth moorage by hundreds of meters in order to expand the area for unloading ships; and a new, seventh moorage has been built that has railroad tracks adjacent to it. Additional portal cranes have been installed. All this has made it possible in a 2-year period to bring the handling of iron ore pellets up to 2 million tons.

A great many ships are being processed on schedule and ahead of schedule. The average norm for processing tonnage has been reduced by 15 percent. This was achieved by increasing the level of mechanization and changing the organization of labor. Now 86.6 percent of all the port workers work in complex brigades.

The port's rationalizers and the scientific and technical division are playing a large role in resolving technical and organizational problems. Last year 38 creative brigades carried out 17 contract-based projects with an economic effect of 45,300 rubles. A total of 306 different measures have been implemented according to creative plans drawn up by members of the scientific and technical division. Every year during this five-year plan between 175 and 180 rationalizers' proposals are being introduced with an economic effect of 140,000 rubles.

We are finishing construction on our central repair shops where we will manufacture spare parts for our own use and for other ports. Crane operators and port workers are taking courses to improve their skills.

All the measures that are being implemented for technical and social development are reflected in the comprehensive five-year plan. It determines the path of development, along which we are successfully progressing.

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